



SUBSET 11 - SANDING SYSTEM MODIFICATIONS

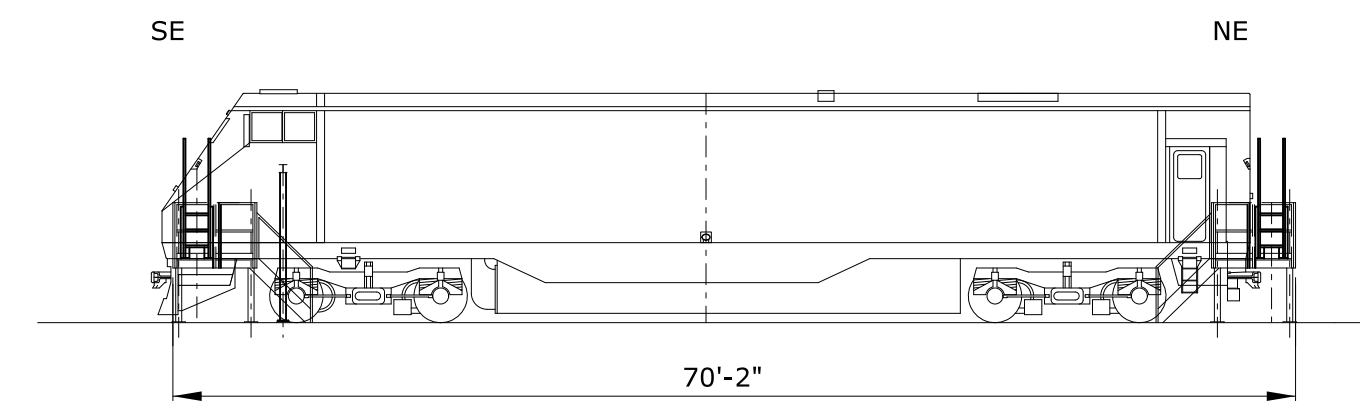
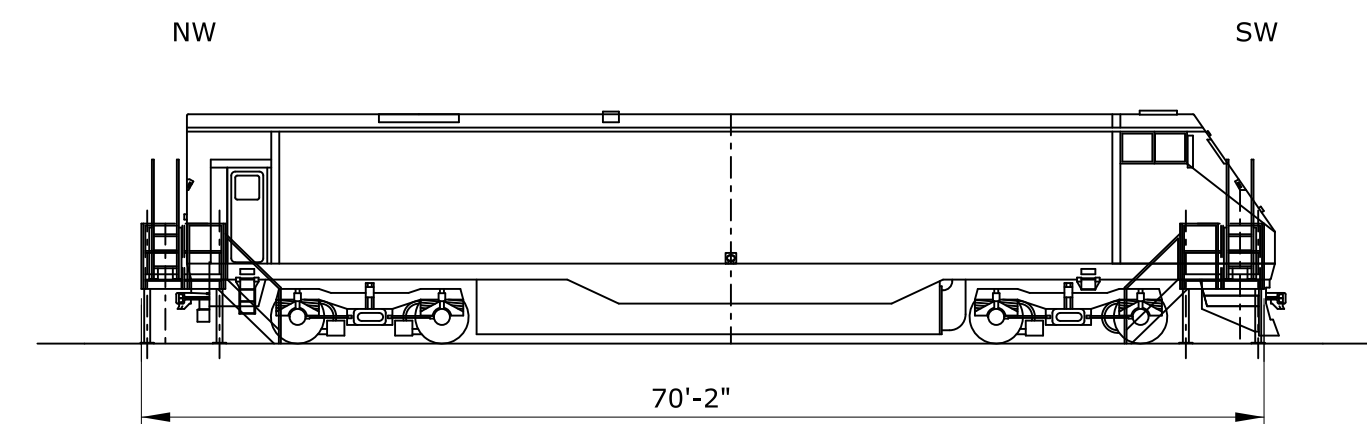
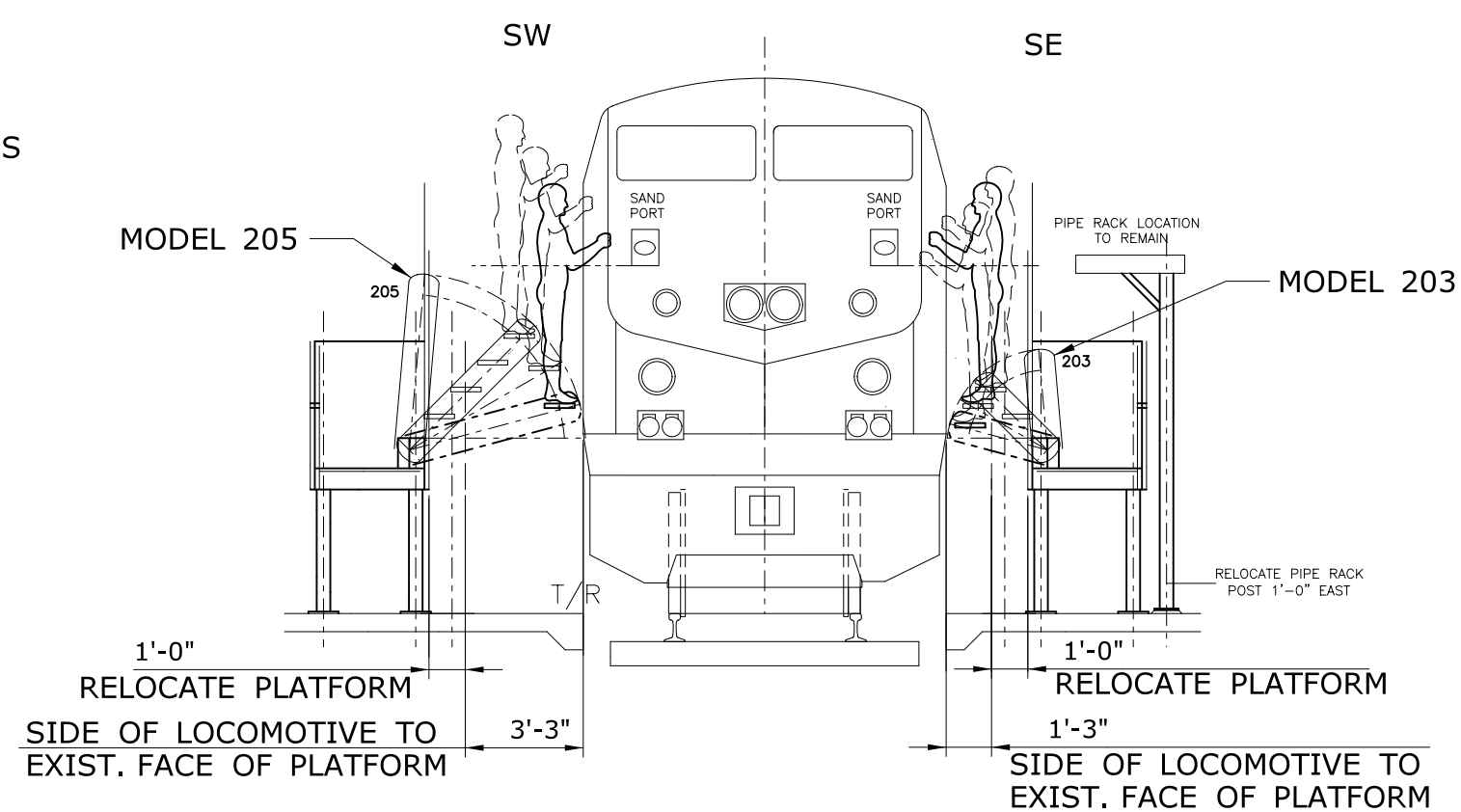
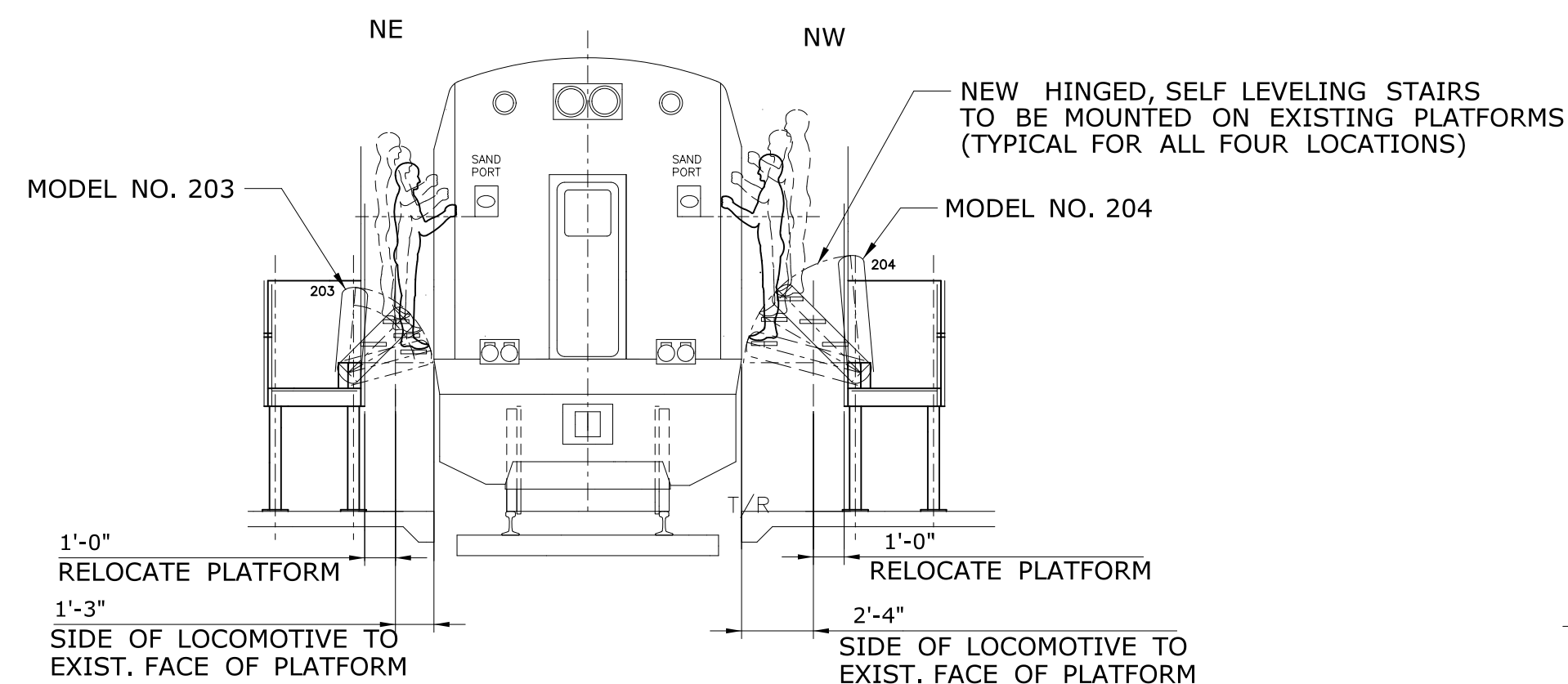
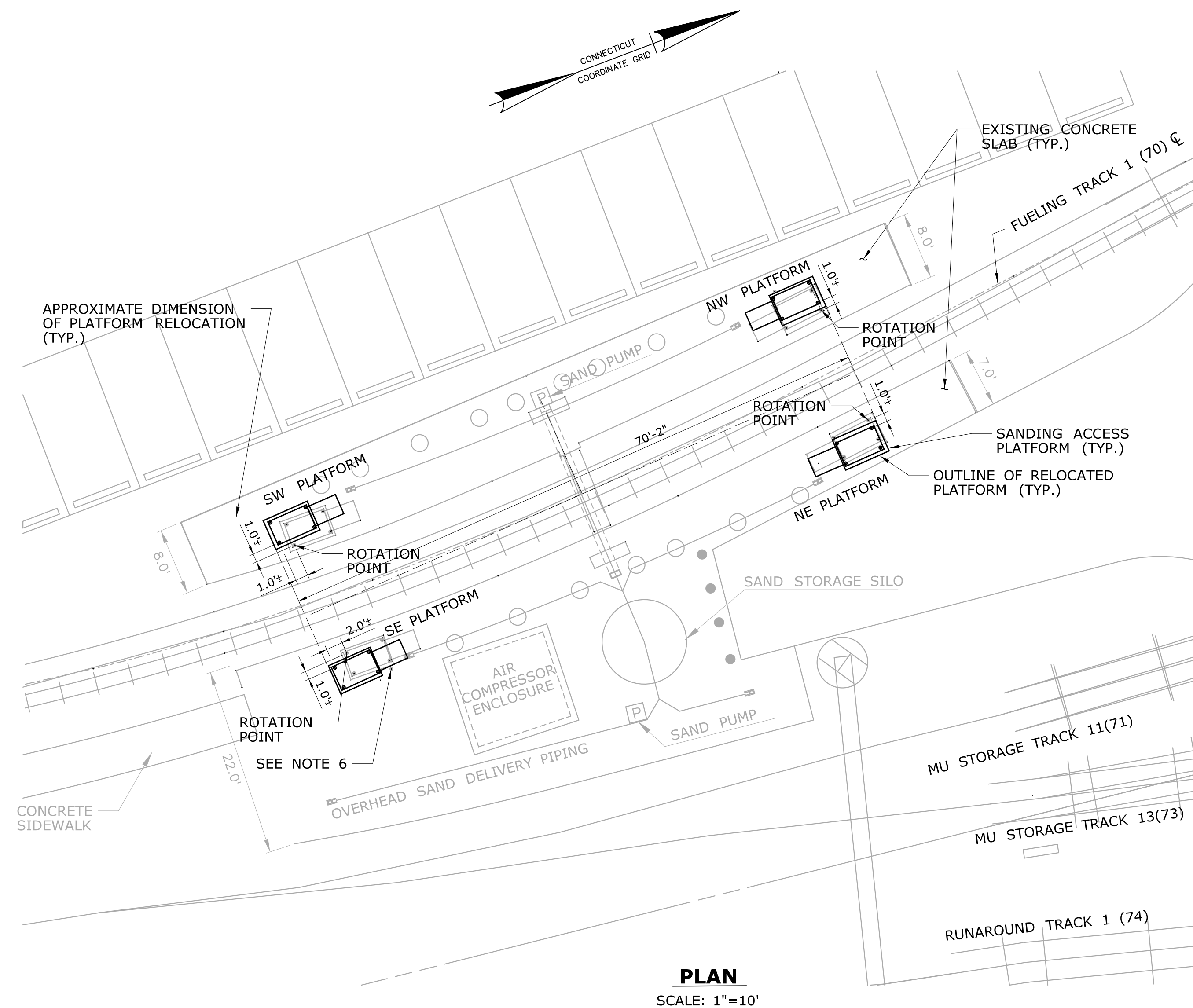
INDEX OF DRAWINGS

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NOTES:

THE FOLLOWING DESCRIBES THE MODIFICATIONS REQUIRED TO THE EXISTING SANDING PLATFORMS AND STAIRS AT NEW HAVEN YARD TO ALLOW ACCESS TO THE SANDING PORTS ON GENESIS LOCOMOTIVES. THE SANDING OPERATION WILL BE IMPROVED WITH THE ADDITION OF SELF LEVELING SAFETY STAIRS. THE EXISTING LOCATIONS OF THE PLATFORMS SHALL BE MODIFIED TO CONFORM TO THE LAYOUT SHOWN ON THE PLAN AND DESCRIBED BELOW.

1. PLATFORMS SHALL BE ROTATED TO ALIGN THE INSIDE EDGE OF THE PLATFORMS ALONG A STRAIGHT LINE PARALLEL WITH THE LOCOMOTIVE. THE ROTATION POINTS ARE THE CORNERS OF THE EXISTING PLATFORMS AS SHOWN ON THE PLAN. FOR REFERENCE THE PLATFORMS HAVE BEEN IDENTIFIED SE, SW, NE & NW.
2. PLATFORMS SE & SW AND NE & NW SHALL EACH BE DIRECTLY ACROSS THE TRACK FROM ONE ANOTHER AT RIGHT ANGLES.
3. THE PLATFORMS SHALL BE MOVED AS FOLLOWS
SE PLATFORM - 2' SOUTH AND 1' EAST
SW PLATFORM - 1' SOUTH AND 1' WEST
NW PLATFORM - 1' WEST
NE PLATFORM - 1' EAST
4. THE DIMENSIONS ABOVE ARE APPROXIMATE. THE EXACT AND FINAL PLATFORM LOCATIONS SHALL BE DETERMINED BY THE ENGINEER WITH THE LOCOMOTIVE IN POSITION.
5. THE DISTANCE FROM EXTREME OUTSIDE OF THE RAILINGS SHALL BE 70'-2" APART. SEE LONGITUDINAL SECTIONS.
6. THE PIPE RACK SUPPORT POST AT THE SE PLATFORM SHALL BE MODIFIED. THE PIPE RACK POST SHALL BE RELOCATED 1 FOOT EAST. THE PIPE RACK SHALL REMAIN IN THE SAME LOCATION.
7. THE INSIDE RAILINGS OF EACH PLATFORM MUST BE REPLACED OR MODIFIED TO ACCEPT THE FOLDING SAFETY STAIRS RAILING POSTS AS REQUIRED. THE FOLDING GREENLINE SAFETY STAIRS AS MANUFACTURED BY BENKO PRODUCTS OF SHEFFIELD VILLAGE, OHIO OR EQUAL ARE THE BASIS OF DESIGN FOR THE PLATFORM MODIFICATIONS. EACH SAFETY STAIR WILL BE MOUNTED ON TOP OF THE PLATFORM GRATING WHERE THE INSIDE HANDRAILS HAVE BEEN REMOVED. THE MODEL NUMBER OF STAIR AT EACH LOCATION IS SHOWN ON THE CROSS SECTION. THE LAST DIGIT OF THE MODEL NUMBER INDICATES THE NUMBER OF STAIR STEPS OF A PARTICULAR UNIT. EACH UNIT SHALL BE PROVIDED WITH TWO CHAIN STOPS TO PROVIDE A STOP FOR THE STAIRS WITHOUT CONTACTING THE SIDE OF THE LOCOMOTIVE. HINGED SELF LEVELING STAIRS BUILT BY OTHER MANUFACTURERS MAY BE APPROVED AS EQUAL BASED ON SHOP DRAWING REVIEW.
8. CONTRACTOR SHALL COORDINATE WITH CTDOT, METRO-NORTH AND AMTRAK TO GET A TRACK OUTAGE/CLOSURE AND HAVE A LOCOMOTIVE MADE AVAILABLE. CONTRACTOR WILL HAVE TO WORK WITH METRO-NORTH'S SCHEDULE AND AVAILABILITY OF THE LOCOMOTIVE.

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